(a) whether it is a fact that the proposal for laying a new Sakaleshpur-Kadur-Chickamagalur rail line in Karnataka has been under the Government's consideration since 1996; and

(b) if so, the details of the proposal and by when it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Yes, Sir. The work is in progress and will be completed as per availability of resources in the coming years.

Rail accidents due to human errors

1777. SHRI RAMACHANDRAIAH RUMANDLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that one rail accident takes place everyday and a collision every tenth day;

(b) whether majority of such accidents occur due to human errors; and

(c) if so, the steps taken for full automation and properly trained staff, handling machine, to bring down casualties?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Average frequency of consequential accidents is roughly once a day but the frequency of collisions is roughly once in 20 days.

(b) Yes, Sir.

(c) Steps to Reduce Railway Accidents caused due to human errors.

1. The work of track circuiting has been accelerated on the trunk routes and other important main lines.
2. Modification of the signaling circuitry is being carried out to minimize chances of human errors in causing accidents.
3. Auxiliary Warning System of giving advance warning about 'signal at danger' to the driver of the running train has been commissioned on Mumbai suburban sections.
4. Railway Board has cleared a pilot project of AWS for Tughlaqabad-Mathura section of Central Railway on a trial basis.

5. Walkie-Talkie sets have been supplied to Drivers and Guards of all trains.

6. There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

7. For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometer are being progressively used.

8. For detecting rail fractures and weld failure, 96 more double rail Ultra Sonic Flaw Detectors are being procured.

9. To prevent cases of cold breakage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

10. Training faciliites for drivers, guards and staff connected with train operation have been modernized including use of simulators for training of drivers.

11. Intensive training of crew in operation of air brake stock and provision of detachable pressure guage for air-braked trains has been introduced.

12. Constant attention is paid to monitoring and counseling of running staff.

13. Drivers are given breathanalyzer tests to check for alcohol consumption before starting. Surprise checks are also done to identify defaulters.

14. Strick observance of rules by Drivers in automatic territory is ensured by ambush checks.

15. The training of staff has been given new thrust with better training facilities like projector, slides, study and discussions of accident cases.

Fake Rail Tickets

†1778. SHRI SWARAJ KAUSHAL:
DR. MOHAN BABU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a gang has been detected recently which dupes people by making fake rail tickets;

†Original Notice of the question was received in Hindi.